

point of arrival when leaving the U.S. Additionally, the bill would prohibit smoking in the cockpits of U.S. airliners.

Mr. Speaker, this bill is extremely timely. International flights between the United States and Canada are already smoke-free. Three U.S. carriers, Delta, American and Northwest, offer nonsmoking flights on some international routes. Our Government is negotiating with others to arrange bilateral or multilateral smoking bans.

The latest sign of progress came last month, when the Department of Transportation gave the green light to eight airlines—six U.S. carriers and two foreign—to discuss a mutual ban on smoking on transatlantic flights without fear of antitrust action being taken against them. Those airlines are American, Continental, Northwest, Trans World, and United Airlines, USAir, British Airways and KLM Royal Dutch Airlines.

Finally, the nations belonging to the International Civil Aviation Organization [ICAO], which includes most countries, have agreed to end smoking on airlines by July 1996.

With all these moves to ban smoking, why is my bill needed?

Simply, because relief can not come too fast for flight attendants and passengers who without my bill will have to fly for another year and a half in those cabins where smoking is still permitted.

Flight attendants assigned to long international smoking flights are forced to spend their working lives in smoke-filled galleys at the back of aircraft. At hearings the Subcommittee on Aviation held last year, flight attendant representatives detailed ailments which they and their colleagues incur in the small, enclosed, smoke-filled cabin environment. They described health problems ranging from eye, nose and throat irritation, headache, nausea, dizziness, blurred vision, shortness of breath, and heart palpitations to permanent disability and even death for the occupational hazards of their jobs in airplanes. Nonsmoking flight attendants are suffering and dying from diseases common to smokers—the penalty of an honest day's work.

Equally unacceptable is the plight of children stuck in the smoking section with their parents. And businessmen who must be at their peak when they arrive at their destination, but stagger off, jet-lagged and debilitated by smoke-caused allergies and sensitivities. And pleasure travelers whose vacations are ruined by smoke-induced illnesses. And the millions of nonsmoking passengers who cannot really get away from the smoke, no matter where they sit in the airplane.

This bill is also needed from a safety standpoint. At our hearing, flight attendant witnesses showed us photographs of cigarette butts all over the floor of the airplane. They testified to passengers falling asleep in their seats, dropping lighted cigarettes on the floor. More than one attendant has thrown coffee on a smoldering butt to escape the horror of an in-flight fire.

Mr. Speaker, I am very pleased that airlines have decided to take dramatic action on their own. In banning smoking they have shown great courage, and I believe will be rewarded with increased passengers. And I commend the Department of Transportation for granting them antitrust immunity to discuss the issue. I believe these airlines, and others, would like to go farther than ban smoking on all routes and flights. They cannot, in some cases, for competitive reasons. Therefore it makes emi-

nent sense to ban smoking on all flights, now, to protect the health of flight attendants and passengers alike.

Another year and a half can make a lot of difference in the lives of many, many, people. I believe that airlines, as well as the vast majority of their employees and passengers, will welcome enactment of this bill.

LOCAL GOVERNMENT LAW ENFORCEMENT BLOCK GRANTS ACT OF 1995

SPEECH OF

HON. JACK REED

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 14, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 728) to control crime by providing law enforcement block grants.

Mr. REED. Mr. Chairman, I rise today to offer this amendment en bloc with my colleagues; Mr. WYNN of Maryland, Mr. BALDACCIO of Maine, and Mr. SANDERS of Vermont. I have shared it with my friends on the other side of the aisle, and I believe it has their support.

This issue was recently brought to my attention by Colonel Culhane, chief of Rhode Island's State Police, who told me that State law enforcement agencies would not be eligible to receive any of the funding earmarked for police in cities and towns. Yet, Mr. Speaker, the State police provide many of the small and rural towns in New England, including Vermont and Maine, with critical police protection.

For example, in Exeter, RI, a small town in my district, there is no local police force. When a person dials 911, the State police receive the phone call, and State officers respond. In other towns like Richmond, RI, the local government cannot afford to operate a police force 24-hours a day, and the State police are called upon to fill the void.

Under current law, State police forces are eligible for COPS and prevention grant programs. According to the Justice Department, several State police agencies, including the Maine State Police, have applied for and received COPS funding.

We ought to be consistent in making these funds available for all law enforcement agencies that provide protection to our cities and towns. That is what my amendment would do. My amendment would restore eligibility for those State agencies that perform the same role as the local police departments that are eligible to receive funds under the block grant. It would give State law enforcement agencies a fair shake at getting the funding they deserve.

Although this amendment does not solve the problem completely, I believe it is a step in the right direction, and I hope to continue to work with Mr. MCCOLLUM as this bill goes to conference.

C-17 WINS COLLIER TROPHY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 16, 1995

Mr. HORN. Mr. Speaker, the McDonnell Douglas C-17 Globemaster III transport plane

has again received recognition in the aeronautical community for its extraordinary capabilities.

The C-17 has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994. The trophy is awarded by the National Aeronautic Association [NAA] for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

This award is yet another reaffirmation of the commitment to excellence on the part of the dedicated craftsmen and women who manufacture the C-17 at McDonnell Douglas' plant in Long Beach, CA. These talented individuals, through their efforts, are directly contributing to the Nation's defense—as well as to the ability to provide humanitarian assistance to those in need throughout the world.

The NAA, in announcing the award, said it was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency makes it the most versatile airlift aircraft in aviation history."

The C-17 has already demonstrated its tremendous value, and it will continue to do so well into the 21st century. I am proud to represent the district in which it is built.

At this point in the Record, I would like to include a McDonnell Douglas news release telling of the award and outlining some of the extraordinary capabilities of this remarkable aircraft.

The news release follows:

C-17 WINS COLLIER TROPHY

LONG BEACH CA., February 15, 1995.—The U.S. Air Force/McDonnell Douglas C-17 Globemaster III transport has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994.

The trophy, established in 1911, is awarded each year by the National Aeronautic Association (NAA) for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

The NAA said the award was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency make it the most versatile airlift aircraft in aviation history."

Named as recipients of the 1994 Collier Trophy were the U.S. Air Force, McDonnell Douglas Corporation, and the C-17 industrial team of subcontractors and suppliers. The C-17 was nominated for the award by the Air Force Association (AFA).

"We are highly honored that the C-17 has been selected by the NAA for this most famous of all aviation awards," said Harry Stonecipher, McDonnell Douglas president and chief executive officer. "This honor recognizes the dedication and commitment at our company and its employees—along with our supplier teammates—in designing, producing and delivering to the Air Force the best military transport plane ever built."

In its nomination, the AFA cited the McDonnell Douglas C-17 as "the linchpin airlift modernization" and said that it "demonstrated in 1994 that it had the versatility